

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-26. (Canceled)

27. (Currently Amended) A method for controlling a vehicular electric system having a plurality of power sources that supplies power to an onboard electrical load and an onboard battery, wherein the plurality of power sources includes a generator driven by an engine of a vehicle, the method comprising:

obtaining and processing information on a power generation cost that is a cost of generating unit power by each power source, the information further including information on an energy cost of the onboard battery based on charge and discharge histories of the onboard battery; and

adjusting a power supply distribution of the plurality of power sources and a receiving power rate of the onboard electrical load or the onboard battery in such a manner that a consumed power cost is reduced,

wherein the adjusting is based on the information and performed by prioritizing a power supply from one of the plurality of power sources, the onesources which has a low lowest power generation cost of the plurality of power sources.

28. (Previously Presented) The method for controlling the vehicular electric system according to claim 27, wherein

the adjusting power supply distribution of the plurality of power sources and the receiving power rate of the onboard electrical load or the onboard battery in such a manner that the consumed power cost is reduced is performed based on the power generation cost of each power source and available power supply from each power source.

29. (Previously Presented) The method for controlling the vehicular electric system according to claim 27, further comprising:

controlling a power generation of each power source based on the power supply distribution; and

outputting an instruction signal to a device that supplies power to the plurality of power sources for controlling an output of the device based on the power supply distribution.

30. (Previously Presented) The method for controlling the vehicular electric system according to claim 27, further comprising:

determining the power supply distribution of the plurality of power sources to the onboard battery based on the information.

31. (Currently Amended) The method for controlling the vehicular electric system according to claim 30, wherein

the power supply from the one of the plurality of power sources, ~~the onesources~~  
which has the ~~low-lowest~~ power generation ~~cost, cost of the plurality of power sources,~~ is prioritized when the onboard battery is charged.

32. (Currently Amended) The method for controlling the vehicular electric system according to claim 30, wherein

the plurality of power sources ~~include~~ includes an engine of a hybrid vehicle and a regenerative braking system.

33. (Previously Presented) The method for controlling the vehicular electric system according to claim 32, wherein

the power supply of regenerative electric power supplied by the regenerative braking system is prioritized when the onboard battery is charged.

34. (Previously Presented) The method for controlling the vehicular electric system according to claim 30, wherein

the adjusting the power supply distribution for supplying power to the onboard battery is performed in accordance with a difference between the power generation cost of the onboard battery as one of the power sources and the power generation cost of another power source that supplies power to the onboard battery.

35. (Previously Presented) The method for controlling the vehicular electric system according to claim 34, wherein

the adjusting the power supply distribution for supplying power to the onboard battery is performed based on the difference between the costs and a state of charge of the onboard battery.

36. (Previously Presented) The method for controlling the vehicular electric system according to claim 35, wherein

the state of charge of the onboard battery is determined using an amount of power charged in the onboard battery and a variation in the amount of power.

37. (Previously Presented) The method for controlling the vehicular electric system according to claim 30, further comprising:

calculating and preferentially distributing a part of power supplied from the power sources to the electrical load; and

calculating and distributing the other part of power to the onboard battery, the other part supplied from the power sources after the distribution to the electrical loads.

38. (Previously Presented) The method for controlling the vehicular electric system according to claim 27, further comprising:

transferring power between the vehicle electric system and another vehicle electric system in such a manner that voltage of the another vehicle electric system is converted to voltage of the vehicle electric system, wherein the voltage of the another vehicle electric system is different from the voltage of the vehicle electric system.

39. (Previously Presented) The method for controlling the vehicular electric system according to claim 27, further comprising:

obtaining the information concerning a power generation cost of the generator driven by the engine of the vehicle based on engine efficiency at an engine operating point.

40. (Previously Presented) The method for controlling the vehicular electric system according to claim 39, further comprising:

correcting the power generation cost based on information of generator efficiency.

41. (Previously Presented) The method for controlling the vehicular electric system according to claim 39, wherein

the power generation cost of the generator driven by the engine of the vehicle is determined based on an increase in consumed fuel for driving the engine due to the power generation.

42-43. (Canceled)